Gandhi International Airport at a cost of Rs. 50 crores suffers from functional snags due to high boundary walls, buildings and other concrete structures etc. close to the runway; and

(b) if so, the steps being taken to improve the ground conditions as also time-bound plans drawn up, if any, for installation of the complete safety systems?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) During an Aeronautical study conducted by an Expert from ICAO, certain obstructions were noticed which restricted the use of CAT-IIIA ILS installed at IGI Airport. These shortcomings have since been removed. The ILS system is likely to be operational by March, 2001.

Training to Pilots in Handling CAT-III System

538. SHRI R.P. GOENKA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the pilots flying on the domestic sector are not trained to handle the CAT-III system for safe landing of aircraft in poor visibility; and

(b) if so, the steps being taken to train the pilots for safe landing using the system and better air traffic services and towards effective functioning of the prestigious airports?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Yes, Sir. At present pilots of Air India, Indian Airlines and Jet Airways have been approved for Instrument Landing System (ILS) CAT-II only.

(b) The pilots flying on domestic sectors would be approved for ILS CAT-III operations after completion of necessary training of the pilots and procedure by the concerned airlines and subject to availability of actually operational ground facilities at the Airports.